THE JOURNAL

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BRYSON-Mr. John G. Bryson, at Brazil, Ind., Aug. 3, 1896, at 3:30 o'clock a. m. Funeral no-WILLIAMSON-Marshall D., at 10:15 p. m., Aug. 2, at his late residence, 224 Park avenue. Fu-neral Wednesday at 3 o'clock p. m. Burial pri-

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PLANNER & BUCHANAN-172 North Iffinois street. Lady embalmer, for ladies and children. Office always open. Telephone 641.

STOLEN. STOLEN-Tribune, No. 5291, model 1895. Red enamel, Palmer tires, rat-trap pedals, Brown addle, 72 gear, wood rim, drop handle bar (wood.) \$10 reward. 135 Virginia avenue.

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CLAIR VOYANT. CLAIRVOYANT-Skeptics are dumfounded. All those who want to be benefited through the revelations made by a genuine clairvoyant should Griswold, who has decided to make Indianapolis her home. She gives advice on business, speculation, love, courtship, marriage and divorce. Everything revealed. Sunday ad. Office and residence, 295 East South street, MRS. T. GRISWOLD. Hours, 10 a. m.

Notice to Bidders. Sealed proposals will be received at the office f the Board of School Commissioners until Thursday, Aug. 6, 1896, at 12 o'clock, noon, for coal for the ensuing year, 700 tons, more or less. Mark bid "Proposal for Coal." For any further information call at office of P.

J. O'Meara, in Library Building.

FINE HORSES IN A WRECK

J. B. M'NEALY, Chair, Sup. Com.

J. E. Brush's String Badly Crippled on the Big Four.

Several colored hostlers and a string of valuable trotters belonging to J. E. Brush, of Louisville, Ky., barely escaped being instantly killed in a Big Four freight wreck yesterday morning at 5:30 o'clock. A journal on the first car back of the engine broke just after the train crossed the White river bridge. Instantly six cars were derailed and went rolling down a casion of the meeting of the Catholic Tosteep embankment. In the train was a tal Abstinence Union at S. Louis Aug. 5 palace stock car containing the hostlers to 11. and trotters. Fortunately the roof of the car broke loose as the train toppled over.

and the men and horses were spilled out. The hostfers, George Haggins, of Lexington, and Charles Brock, David Barnum and Dennis Porter were severely jarred by the accident, but were not very seriously infured. Their wounds were dressed at the City Dispensary. The hostlets were in charge of the horses, en route from Freeport, Ill., to Louisville. The colored men utes, including four stops at crossings. say that while the spirited racing animals were not badly injured, judging from external appearances, they will never be fit for the track again. The string is valued diately restored the 10 per cent. cut in at \$60,000. Among them were Hal Parker, record 2:12; Defoe, 2:15; Buster, 2:121/2; Sally Bronston, 2:1714: Minnie B., May Queen and King Henry, the latter colts with no rec-

ords, but promising animals. The other cars were loaded with grain and general merchandise. Big Four officials assert that the loss will not be extensive. A wrecking crew at once set to work clearing away the wreck. The horses were taken to the stable of Green & Company and hat they were all badly bruised. One of

Part of the train did not leave the track. in one of the empty cars five tramps were riding. It went tumbling down the em-

PROPOSITION

CINCINNATI VOTES AGAINST THE SALE OF THE SOUTHERN.

Superintendent Cavanagh Gives His Ideas About the Distribution of Cars for Service.

The Cincinnati-Southern railway, running from Cincinnati to Chattanooga, a distance of 338 miles, is owned by Cincinnati. It is part of the Queen & Crescent have headed west or northwest. system, and has been leased to the Cincinnati, New Orleans & Texas Pacific the Cincinnati, Hamilton & Dayton Railproposition had been favorably passed on by the Board of Administration and the tariff sheets. sinking fund commission, and was yester-

Freight Car Service.

At the late meeting of the Railway Superintendents' Association J. R. Cavanagh, superintendent of car service of the Big Four, presented his views on some points of interest to the service. Mr. Cavanagh had not time to prepare a regular paper for the occasion, but delivered his views impromptu, and has since reduced them to form for publication. He makes the point that there are now in use in the United States, Canada and Mexico more than 1,-175,000 freight cars-more than enough to do the business of the roads in the busiest season if some plan could be devised to have them properly distributed. His planof relief is the adoption of a uniform standard of size of cars, the pooling of equipment and the adoption of a per diem. He believes the time is not far distant when the railroads must come to the inauguration of a general distributing office. This plan he says would stop the enormous leaks caused by:

"I. Idle equipment in one part of the country while another part is suffering for the same identical cars. "2. The handling of empty cars of simlar class in contrary directions on account

of route or initials. The switching of empties out of sidings, freight houses, etc., only to switch in the same class of cars to load via lines other than those owning the cars switched

"4. Unnecessary switching to get some particular car out of a string of empties when the first car is exactly the same kind of a car, but with other initials. . The expense of traveling car agents, car tracing clerks and car service associa-tion." (The latter will be merged into dis-

trict bureaus.) He shows by citing the operations of the sleeping car companies that a plan based on his ideas would result in placing cars at all times where they are needed. The private stock car companies he shows, by being handled by a central authority, average 75 to 100 mileage per day, while the cars of the roads do not average half that

To Connect with the Oregon. News has been received of the establishment of another steamship company at Tokio to be called the Daito Kizen Kaisha, with a capital of two million yen. The Japan Weekly Gazette says the new concern proposed to open up a regular service of steamers between Yokohama and Portland with the object of effecting connections with the Oregon railroad. According

to the present plan two steamers of 5,000 tons each are to be employed on the new line. The signatures of the projectors are being taken preparatory to applying to the authorities for a charter. It is said the proposed steamship company, after official permission has been granted, may amalgamate with the Toyo Kizen Kaisha (Oriental Steamship Company), whose formation has been received with great popularity by the public in Japan.

All-Rail Shipments. Total all-rail shipments to the East last week from Chicago, exclusive of live stock. amounted to 46,480 tons, compared with 46,-WANTED-By a young man, twenty-one, a place 454 for the preceding week, an increase of and tricks and against 43,330 tons for the cor- ence on the professional mat can teach. of which 76,118 tons were grain, five-sixths simple thing to patent? Protect your ideas; ley may bring you wealth. Write JOHN WED-bey may bring you wealth. Write JOHN WED-ENBURN & CO., patent attorneys, Washing-Last week's all-rail shipments were carried in tons by the competing lines as follows: Michigan Central, 4.142; Wabash, 5.300; Lake Shore, 1,411; Fort Wayne, 5,102; Panhandle, 5,156; Baltimore & Ohio, 4,391; Grand Trunk, 4.746; Nickel-plate, 4,208; Erie, 5,152, and Big Four, 1,877. Of these shipments 4.128 tons were flour, 11.471 tons grain, 9,943 cured meat, 10,182 dressed beef and 10,595 miscel-

laneous. The Powers Extended.

The Illinois Central company has announced that the jurisdiction of the follow-STORAGE-Initianapolis Warehouse Co., 265-273 | ing general officers of the Central will be extended to cover the lines of the Chesa- and tried to find Hale's weak point. He peake, Ohio & Southwestern system: C. A. Beck, assistant second vice president; A. W. Sullivan, general superintendent; J. F. Wallace, chief engineer; L. T. Moore, con-sulting engineer; William Renshaw, superintendent of machinery; J. M. Daly, super-intendent of transportation; G. M. Dugan, FOR SALE-REAL ESTATE.

superintendent of telegraph; M. Gilleas, assistant general superintendent; L. J. Hudson, traffic manager; M. C. Markham, asholds and pinned Sapp's shoulders to the trame dwelling. | sistant traffic manager; A. H. Hansen, gen- | mat for the second time. This settled the eral passenger agent, and F. B. Bowes, go. There were about a thousand people general freight agent.

Surveying a New Line.

The Cleveland & Southwestern Rallread, a new project organized recently, have surveyors on the line and claim that the road will be built at once. The proposed road will run from Cleveland to Indianapolis, and will run through Elyria, Tiffin, Lima and Celina in Ohio, and Portland, Muncie and Anderson in Indiana. It parallels the L. E. & W. from Lima to Muncie, and is thought to be backed by the C., H. & D. Thos. H. Beers, of Bucyrus, O., is the pres-

88,000,000 Suit Must Stand. Judge Pugh, at Columbus, O., yesterday, declined to permit the Central Trust Company to withdraw from its \$8,000,000 Hocking Valley suit against Judge Burke and others. Judge Pugh held that having entered into an agreement with the bondholders that it would bring this suit and having ended such agreement the trust company could not dismiss the case without the consent of the bondholders.

Personal, General and Local. George E. Rockwell, district passenger agent of the Pennsylvania, has gone to the seashore with his family for a week's rest. W. S. Rice, station agent of the Louis-ville & Nashville at Mount Vernon, Ill., has been transferredd to Mount Vernon.

J. R. Cavanagh, superintendent of car service of the Big Four, went to St. Louis. ast night on business connected with his President Robinson, of the Frisco, who

has been inspecting the entire system, brings in very encouraging reports as to Kansas crops. The Big Four has authorized local agents to sell official ironelad excursion tickets, limited to continuous passage on the oc-

Vice President and General Manager Ramsay, of the Wabash, who has been East conferring with the executive officers of the Eastern lines, returned to St. Louis

Saturday. The train carrying General Manager Hays and party of the Grand Trunk to St. ouls made the run over the Wabash from Tilton to Litchfield, 133 miles, in 133 min-The fact that the Illinois Central, on assuming control of the newly-purchased Chesapeake, Ohio & Southwestern, immewages made some time ago by the old management, may be taken as evidence that the I. C. is prespering and expects to

make its new purchase pay. The C., H. & D. announces a rate of one fare for the round trip on the occasion of the Union Veterans' Union's national encampment at Binghamton, N. Y. Tickets will be sold Aug. 17 and 18, and will be good returning to leave Binghamton only on the 21st and 22d, and are limited to con-

tinuous passage in each direction. The firm having the centract for grading and ballasting the Maryland & Columbia railroad from Muirkirk to Laurel have been ng. It went tumbling down the em-kment, and was totally demolished. work. The grading is about completed, and

1 Lights

lasting. It is understood work is to cease all along the line, and the reason assigned is the inability of the company to float its bonds in the present disturbed financial

The Belt road handled last week 12,961 ars, an increase over the number handle in the preceding week of 216. Of the total number handled 678 were loaded with live stock. Belt road engines handled for industries on the line of the road 524 cars. This is a decrease from the preceding week of 117 cars of live stock and 79 on private

The low rates offered to alleged homeseekers are not attracting the same volume of travel as in preceding years; and, what seems a little remarkable, the bulk of the business is to Southern points. This would seem to indicate that those taking advantage of the low rates are more generally real home-seekers, as heretofore, in midsummer the bulk of the excursionists

The Joint Traffic Board will take up the St. Louis tonnage percentages to-day. The railway, the latter company being in the in abeyance, the board having asked for St. Louis bridge arbitrary matter is still hands of a receiver. A proposition from more statistics. They will probably come from Andrews and Taylor, representing to some conclusion in the matter on the 18th. St. Louis is tired of the present conditions, which makes East St. Louis the way Company, was recently made to buy western terminal of the east-and-west the road from Cincinnati to Chattanooga roads this side of the Mississippi. They are with its terminals, etc., for \$19,000,000. The anxious to see the transfer charges ababsorbed and St. Louis figuring upon the

Vice President Schwan, of the Lake Erie day submitted to the people for final action. & Western, says: "There is no truth in the The vote resulted: Yeas, 15,392; nays, 15,- report that the Lake Erie & Western, 730. The proposition to sell the road was Cleveland, Akron & Columbus, Northern lost by 338, just one vote for each mile of Ohio and Cincinnati, Jackson & Mackinaw roads are to be consolidated into one system. The northern Ohio is leased to the Lake Erie & Western for 999 years. The Cincinnati, Jackson & Mackinaw is in the hands of a receiver, and will remain there until the times are propitious for a reorganization. The Cleveland, Akron & Columbus is running along by itself and doing fairly well. The Lake Erie & Western is doing a good business and steadily earning a dividend. There is no reason for a consolidation. The Ohio Southern is not to become a Brice road. Senator Brice has

no interest in it."

The managers of the Northwestern are exhibiting considerable sensitiveness over the caustic criticisms of the press over the refusal to give out information concerning the disastrous wreck at Logan recently. Railroad men, as a rule, are more secretive than so many diplomats, and give up information-unless the publication of the facts is sure to redound to their credit and advantage-with greatest reluctance or not at all. It is not to be wondered at that the reporters, whose business it was to obtain information concerning the Logan wreck, were severe on the secretiveness of the Northwestern officials, as they were denied any information as to details so long as it could be withheld from them. There are a few railroad officials, however, who have learned that it pays to be honest with the public in these matters, and the day may come when all will fall into line in this respect.

The Interstate-commerce Commission will

meet in Chicago to-day. The freight officials of both eastern and western roads at that point are somewhat disturbed, not knowing what to expect. A Chicago special says: "There has been more or less manipulation of rates in the West for months. Some of it has been done openly and after notice had been given the Interstate-commerce Commission; some of it has been done secretly. The bitter warfare over rates has caused many an official, it is said, to take chances in reducing rates. Then again, there is a cry that the use of proportional rates has caused a great amount of demoralization and discrimiation. Therefore freight officials are uneasy. The Brown decision bothers them also. Since that edict requiring railroad officials to answer questions when interrogated by the Commerce Commission was delivered by the Supreme Court, there has not been an illustration of its potency. Chicago officials are not anxious that the first illustration should be made with them as the central figures. So it happens that not alone the warm weather is responsible for the sleepless nights in Chicago.

DEFEATED AN AMATEUR.

William Sapp Bested by Herb Hale, the Wrestler.

Herb Hale easily defeated William Sapp in the wrestling match at the Empire Theater last night. Sapp is a member of the Independent Turnverein, the young men of which have taken a great interest in wrestling the last year or two. Sapp was easily the best in the gymnasium and he and his friends thought he was able to compete successfully with professional wrestlers. He was clearly outclassed last night and found that there were many points responding week of last year. The total The men weighed in at exactly the sameshipments via lake amounted to \$3,437 tons. 149 pounds. It was to be a match for the best two bouts in three, catch-as-catch-can. This is Hale's favorite style, a style in which he is said to have never been fairly beaten. It was an experiment to some extent with Sapp. His friends thought he was the better man of the two, but there were very few of them who were willing to back their judgment. The betting was

in fact slow. The match was of short duration. Hale hrew his opponent the first two bouts, the first in three minutes and the second in fourteen minutes. Both times he downed him by the half Nelson body lock. This, next to his scissors lock, is Hale's favorite. In the first bout Sapp became the aggressor for a short time after the first clinch had just three minutes to look for it, for by that time Hale had him on his back and Referee Twitchell was giving the bout

The second bout lasted long enough to show both men up to a good advantage. Sapp showed that he was a very clever wrestler in his class and two or three times present to witness the match, the greater number of them being friends of Sapp. There was a good deal of dissatisfactio among the spectators of the rulings of the referree. It was claimed that Hale threw Sapp fairly four times in the second bout before he got a decision. The friends of Hale, however, are satisfied that Twitchell tried to do what was right, but the fact that Hale was pitted against an amateur wrestler naturally caused the referee to hesitate to give him a bout on anything but a sure fall. The referee is with the Milwaukee baseball team.

SURREY LOAD THROWN OUT Mrs. Lottie Laydain and Several Chil-

dren Hart. In a runaway yesterday at noon Mrs Lottie Laydain, living in the rear of 289 South Meridian street, was thrown from a surrey and suffered a fracture of the arm. She was driving south on Meridian street with several children in the carriage. The horse became frightened and ran into the curb. All the occupants were thrown upon the sidewalk, but the children escaped serious injury. A crowd collected in a momen after the accident and the party entire was carried into the yard and the Dispensary notified. It was reported at first that one of the children was killed, but she had only fainted from fright.

Ambulance Wrecks a Carriage. The Dispensary ambulance, while making run to the Union Station yesterday mornng, ran into a carriage near the corner of Georgia street and badly wrecked it. J. W. Woerner, a butcher of North Indianapolis, was thrown out of the buggy and painfully At the station the ambulance found Allie

to his home, 17 Maple street. The boy had

fallen between the engine and a coach. His

right foot was mashed so badly that am-

putation was necessary.

L. A. W. En Route to Louisville. Plans are being made for the entertainment of a large number of wheelmen in this city next Monday. They will be the contingent of Indiana wheelmen from the northern part of the State who will visit the L. A. W. meet in Louisville. Letters have already been received from many of the towns in the north that their clubs will be here in full force Monday by noon. It is the present programme that the riders shall spend the night here and then ride to Columbus Tuesday morning, and from there go to Louisville by train. This will give a ride over one of the best roads in entral Indiana. The Louisville meet cluit will send a committee to this city next

Monday to escort the Indiana wheelmen to

Louisville. A programme will be arranged

for the entertainment of the wheelmer

while here next Monday night. The One Thing Needful

Friends of Mr. Bryan have sent him six rabbits' feet, several bunches of four-leaf clovers, and one or two old horseshoes. He says that all he needs now to comA RAISE OF ONLY \$60,000

THE RAILROADS THIS YEAR.

Only Twelve Miles of Additional Mai Track Constructed in the State in Last Year.

The State Tax Board yesterday heard arguments on appeal from the Board of Review of Madison county in the case of the Manufacturers' Gas Company and from the board of Hamilton county in the case of the Consumers' Gas Company. Decision was reserved. George Gates, of the Union object to an assessment which he claims is not just when the other banks of Richmond are taken into consideration. The J. M.

Names of Railroads.

Hutton Company, of Richmond, coffin manufacturers, appealed from the decision of the local board, which raised the company's assessment from \$60,000 to \$200,000. STATE TAX BOARD LENIENT WITH The Wabash Building and Loan Association and the La Fontaine Bank, both of Wabash county, were dissatisfied with their assessment and entered protest. The board was kept in session until a late hour, hearing all these complaints.

The railroad assessments were completed, the aggregate being about \$60,000 more than the total last year. The amount this year is \$156,259,260, as against \$156,199,465 for 1895. The assessment was laid upon 6,279.88 miles of main track this year, against 6,267.52 miles in 1895, an increase of a little over twelve miles and an indication of great mated cost is about \$250,000. Many plans business depression. The value of the main track this year is \$123,938,565. The number of miles of second track in 1896 is 292.36, value, \$3,526,950. The number of miles | the building, and that can be easily dis National Bank of Richmond, appeared to of sidetrack is 1,969.15, and the value \$7 .-28,360. The rolling stock in miles amounts to 6,232.45 and its value \$18,169,208. The following table shows the assessments as fixed by the board:

-Main track.- Bide tr'k.- -R'll'g st'k.- I'p've-Miles. Per m. Miles. Per m. m'nts.

Names of Railroads. Mile Anderson Belt 2.16	s. F	er m. \$9,000	Miles.	Per m. \$1,000	Miles.	Per m.	m'nts.
Attica, Covington & Southern 14.47	5 a	7,000	1.36	1,500	14.47	\$1,000	\$250
Baltimore & Ohio & Chicago146.35 Baltimore & Ohio Southwestern233.29		24,000	46.87 82.00	3,500	146.35 233.29	2,500 2,500	69,645 163,960
Bedford Belt 4.72		4,000	5.68	1,000	4.72	1,500	525
Bedford & Bloomfield		5,000	5.56	1,000	41.36 6.85	1,000	770 25
Chicago & Erie		26,000	67.24	3,500	159.76	2,500	62,975
Chicago & Indiana Coal		12,000	12.82 58.47	3,500	10.78 164.59	2,000	2,750 22,700
Chicago & Indiana Eastern 10.00	)	3,000	2.00	1,000	10.00	250	1,400
Chicago & Grand Trunk	)	32,000 15,000	20.07	4,000	80.67	3,500 7,500	82,540
Chicago & Southeastern		5,500	9.63 5.90	1,500 2,500	92.02 84.46	500 1,500	4,430 7,550
Cincinnati, Hamilton & I'di'nap'lis. 78.26		27,000	16.66	3,500	78.26	3,000	16,650
Cincinnati, Lafayette & Chicago 23.71 Cincinnati, Richmond & Ft. Wayne. 85.77		25,000 15,000	5.44 14.86	3,500	23.71 85.77	3,000 1,500	1,650 9,500
Cincinnati & Southern, Ohio River. 3.69	King and	6,000	1.17	2,000	3.69	2.000	350
Cincinnati, Wabash & Michigan 168.81 C., C., C. & St. L-		12,000	48.80	2,000	168.81	2,500	43,750
Indianapolis division 83.84		29.000	46.95	4,000	83.84	3,500	103,885
St. Louis division		29,000 29,000	36.82 74.91	4,000	80.50 154.08	3,500	17,725 137,445
Lawrenceburg branch 2.91		7,500	4.46	2,000	2.91	2,000	860
Columbus, Hope & Greensburg 24.28 Eel River 98.92		7,000	4.65 19.45	3,000	24.28 98.92	2,800	855 21,320
Elgin, Joliet & Eastern 25.74		16,000	9.39	3,000	25.74	2,500	3.220
Elkhart & Western		6,000 13,000	5.35 3.88	2,000 6,000	11.81	500	3,000
Evansville & Indianapolis		9,000 5,000	23.14 10.73	2,000	134.15 101.40	500 500	3,480 4,000
Evansville, Suburban & Newburg 10.90		6,000	1.01	2,500	10.90	1,500	900
Evansville & Terre Haute		19,000 25,000	49.29 31.37	3,500 3,500	164.75 43.09	4,500	46,325 11,215
Fairland, Franklin & Martinsville 38.23		5,000	3.99	2,000	38.23	1,500	1,340
Findlay, Fort Wayne & Western 17.20 Ft. Wayne, Cincinnati & Louisville 128.70		8,000 14,000	25.89	1,500 3,000	17.20 128.70	2,000	15,960
Fort Wayne & Jackson 53.29	0.00	12,000	8.90	2,500	53.29	2,500	12,535
Ft. W., T. H. & S		2,000 17,000	6.87	3,500	53.11	1,500	8,375
Harrison branch		6,000	.78	2,000	.81	2,000	450
Hammond & Blue Island		2,500 60,000	1.04	5,000		******	100 50
Indiana Block Coal 12.71		7,000	4.53	2,500	12.71	3,500	150
Indiana Northern		7,500	12.82	3,000	2.00 83.69	2.000 1.000	6,615
Indiana & Illinois Southern 32.00		5,000	2.90	2,000	32.00	500	400
Indiana, Decatur & Western 76.26 Indiana & Lake Michigan 14.24		7,000	15.01 2.01	3,000° 1,500	76.26 14.24	2,000 500	130
Indianapolis Belt 9.55 Indianapolis Union 92	1	00,000	6.17	26,000	9.55	6,000	12,400
Indianapolis & Vincennes		13,000	2.93 12.72	212,000 2,500	116.92	2,000	500,000 9,905
Gesport branch, I. & V		5,000	6.19	2,000	4.31 11.88	800	
Joliet & Northern Indiana 15.51		16,000	2.29	3,000	15.51	2,500	2,180
Kentucky & Indiana Bridge	2 1 111	56,600 10,000	10.38	3,000	.35	3,000	51,900
Lafayette Union 6.50 Lake Erie & Western 317.14		2,500	2.50	1,500		******	******
Lake Shore & Michigan Southern152.94		15,500 40,500	87.31 91.95	3,000 4,000	317.14 152.94	2,000 6,000	67,735 150,060
Leuisville, Evansville & St. Louis116.79		15,000	29.41	3,000	116.79	2,500	
Evansville branch		10,000 8,000	9.45 2.20	2,500 2,500	54.21 22.72	2,000	
Rockport branch		8,000 17,000	17.81	2,500 3,000	16.08 28.47	2,000	69.575
Louisville, New Albany & Chicago. 451.40		16,000	110.01	3,500	451.40	3,000	89,815 74,455
Louisville, New Albany & Corydon 7.70 Louisville Bridge	3.0	6,000	3.80	1,500	7.70	500	******
Louisville & Jeffersonville Bridge 1.18	4	006,000	.36	75,000	1.18	6,000	
Michigan Central 42.40 Michigan Air-line 6.06		32,500 8,000	34.57 1.79	3,500 2,500	42.40 6.06	3,000	33,045 2,000
Montpelier & Chicago		12,000	41.08	3,000	139.26	3,000	40,485
New Albany Belt and Terminal 2.16 New York, Chicago & St. Louis151.02		15,000 30,000	39.87	4,000	151.02	3,500	31,445
Ohio Valley		10,000	1.44	2,000	4.94	1,000	4,400
Peoria & Eastern, western division 79.09		6,500 16,000	28.10 28.10	3,000	17.70 79.09	1,500 2,500	2,330 16,050
Pecria & Eastern, eastern division 75.06 Pecria, Decatur & Evansville 37.72		13,000 11,000	13.20 5.20	3,000 2,500	75.06 37.72	2,500 2,500	4,500 5,025
Peru & Detroit 7.26		8,000	.38	2,000	7.26	2,500	5,025
P., C., C. & St. L		34,000	91.66	4,500	242.60	5,000	106,930
Louisville division		21,500	54.09	4,500	222.35	5,000	54.575
Indianapolis division	17 5	35,000 23,000	42.44 38.09	4,500	71.81 106.05	5,000	156,045 22,510
Pittsburg, Fort Wayne & Chicago 152.57	- 1-14	56,500	82.20	5.000	152.57	7,000	212,075
Rantoul		8,500 9,000	3.80	2,000	8.22	500	520 2,800
Sturgis, Goshen & St. Louis 25.64 Terre Haute & Indianapolis 79.90		7,500 28,000	2.33 117.78	2,000 8,500	25.64 79.90	1,000	1,550
Terre Haute & Logansport182.17		12,000	42.11	3,000	182.17	5,000 2,000	153.077 15.705
Toledo, St. Louis & Kansas City171.20 United States Trust Co. (trustees)		11,006 10,000	26.52	3,000 2,000	171.20	2,000	36,225 13,700
Vernon, Greensburg & Rushville 44.67		7,500	5.62	2,000	44.67	2,500	3,130
Wabash		25,000 6,000	76.96 6.14	4,000 2,500	166.00 62.54	3,000 1,500	119.870 4.160
White River		20,000	.80	10,000			4,100
-Telegraph and Telephone Companies	U	nited	States	Express	Co1	.256.44	175

Assessment and valuation, exclusive of real estate, structures, machinery, fixtures and appliances, subject to local taxation within the State:

Western Union Tel. Co.......6,865.80 Western Union Tel. Co...... 130.48 Postal Telegraph Cable Co... 786.13 G. R. & I. R. R. Tel, Co..... 106.22 Cumberland Telephone and Telegraph Company ...... 137.00 Telegraph Company ...... 690.51 Scott County Long-distance Schance & Fair Electric Co.. Madison Telephone Company Jasper County Tel. Co...... -Sleeping Car Companies .-

Miles. Pr mile. Pullman Palace Car Co ..... Wagner Palace Car Co......1,684.40 -Express Companies .-Miles. Pr mile. National Express Company...

Wells-Fargo company..... American Express Company, 1,844,00 Adams Express Company .... 2,036.00

WHAT MONEY LENDERS, DID.

Stripped the House of a Poor, Deserted Woman.

A sad case of a money lender emptying a house of everything it contained came to the knowledge of the charity organization Saturday evening. In a small cottage at No. 50 South Pine street is the family of Henry Schmoree. June 29 Mr. Schmoree borrowed \$30 from Slatts & Poe and was to pay \$5.50 for the use of the money for one month. July 26 the agent appeared at the little house and demanded the money of Mrs. Schmöree. She did not have it to pay and so wagons were sent and the house was vacated by the men of everything it possessed, except the family and a few cheap prints on the wall. The wife is a young woman and there are three little children, the youngest only a few months old, and they were left with nothing but the floor to sleep on. Among the articles which were taken to satisfy the loan and interest were two carpets, a heating stove and a cook stove, two beds, the baby's cradle, a feather bed, four pillows, all the bedding, which included three comforts, three rocking chairs, twelve common chairs, a wardrobe, a kitchen safe and all of the dishes, besides the best clothes of Mrs. Schmoree, which consisted of a good black dress and shawl and white skirt. There was nothing left to sit on but a wash bench. The mother and children have been sleeping on Goodman, nine years old, and removed him the floor since being deprived of all they tried to jump on a Big Four train and had

On the same day that the furniture was taken Schmoree disappeared and he has not been seen since by his wife, who has no idea of his whereabouts. The rent is due for this month and there is still some money due on last month's account, so that the mother and children are in a destitute condition. The mother is a woman of perhaps thirty who is not well, and the children are only bables.

HAS TO BORROW.

West Indianapolis Council Will Have to Obtain \$2,000.

At the regular meeting of the West In-

dianapolis Council last night Councilman Dickson recommended the borrowing of \$2,000 for the purpose of paying the outstanding warrants that are now due and to bridge over the suburb's expenses until the next draft upon the tax collections. The finance committee was instructed to make a temporary loan for the amount named. On the plea that the suburb's finances were now very low the finance town last Sunday. The repealing of the committee recommended that no money be allowed for the erection of a new school building, for which the School Board petivantage to the bicycle riders.

ton & Indianapolis, the Evansville & Richmond and the Louisville & Nashville. A the Postal was increased \$50 a mile. The Wagner Car Company was increased \$25 a | tickets and the other had sold his to same figures as last year, as follows:
Western Union, \$350; Postal, \$225; Grand
Rapids & Indiana, \$75; Grand Rapids &
Fort Wayne, \$75; American Long-distance Telephone Company, \$250; Central Union, \$250; Cumberland, \$40; Greensburg, \$25; Jasper County Telephone Company, \$25; Madison County Telephone Company, \$25; Scott County Long-distance Telephone Company, ttal stock \$5,000; incorporators, John G. \$25; Ohio Valley, \$50; Pacific Express Com- ital stock, \$5,000; incorporators, John G. Through sle pany, \$50; Adams, \$250; Wells-Fargo Com- Clark, David F. Allen, Thomas C. Dathy, every night a \$100; National, \$250; United States, \$175; American. \$250; Pullman Car Company, \$150; Wagner Company, \$125. the recommendation was adopted. A communication from the Board of School Trussidewalk improvement in front of the

Pacific Express Company .... 425.91

The Findlay, Fort Wayne & Western road

was increased in assessment \$3,000 a mile.

a total of \$51,540. The assessment of the

Louisville and Jeffersonville bridge was in-

creased \$425,000. The new lines were as-

sessed as follows: Lafayette & Monon,

\$10,000 a mile for main and \$3,000 for side-

track; Hamilton & Blue Island, \$2,500 a

mile on main track. A reduction of \$1,000

a mile was made on the Cincinnati, Hamil-

tioned the Council about a month ago, and tees petitioning the Council to pay for the school buildings out of the general fund of the suburb was read. The Council decided that the treasury of the School Board was in better condition than the city's and referred the communication back to the board for it to pay the bill, which amounts to \$347.64. The Mayor read a letter from the County Commissioners in which they agreed to pay for the horse lost by the

fire department on their run to the poor The committee that met July 20 to hear objections to the report and final estimate on the improvement of the sidewalks on Woodburn avenue and Howard street reported that no objections had been made, and that it had found the report and esti-mate correct and recommended their adoption and confirmation, which was done. A communication from J. W. Richardson was read. It stated that the culbert at Woodburn and River avenues had not been placed according to the specifications and he profile chart, having been placed across River avenue instead of across Woodburn avenue crossing. The matter was referred to the committee on sewers, streets and alleys for investigation. The marshal was instructed to notify the Miami Powder Company to cut the weeds on its property in the suburb; also to notify the Citizens' Street-railway Company to fill in the low places between its tracks west on Morris street from the bridge across White river, and to fill all other low places that may be found between the tracks. Bills were al lowed to the amount of \$728.81: \$410.83 of this amount to the Indianapolis Light and Power Company, \$108 to Patrick Ready for the horse purchased for the fire department and \$157.24 for labor upon the streets.

The report of Chief Massing, of the West Indianapolis police force, shows that fortytwo arrests were made during the month of July, specified as follows: Drunkeness, 6; violators of the bicycle ordinance, 8; assault and battery, 7: gambling, 4: prostitution, 2; associating, 2; peddling without a license, 3; loitering, 5, and for provoke, using profane language, cruelty to animals. drawing deadly weapons and for pettit larceny one arrest each.

The cases of Frank Moore and Mike Brennen, who were arrested by Chief of Police Massing and patrolman Manker last Sunday for drunkenness, was called in Justice of the Peace Herig's court in West Indianapolis yesterday morning and both were found guilty and fined. The fine and costs in Brennen's case was \$12, while Moore was obliged to pay \$2 additional for destroying a gas jet in the jail.

Deputy Marshal Wilkinson, of Brightwood, swore out warrants yesterday against Samuel Bloom and Henry Bloom and their wives, and against Daniel NewA TEN-STORY BUILDING.

New Structure of the Odd Fellows Will Be This Size.

The Odd Fellows' building committee, which is composed of H. G. Thayer, of Plymouth: C. C. Binkley, of Richmond, and W. I. Stevenson, of Greensburg, together with the Grand Lodge trustees, met in this city yesterday morning. The committee has been given full power to act in the matter and determine the size and cost of the new Grand Lodge Hall which is to be erected on the site of the present building. The committee has decided that it will erect a ten-story building instead of seven have been proposed, but the committee is not ready to begin the consideration of any of the details. There is only one lease that now stands in the way of the erection of posed of as soon as the committee is ready to make an offer. The details and plans will be adopted and contracts let so the work can begin as soon as the weather opens next spring.

AN OVERDRAFT OF \$10,312 S. A. Morrison's Testimony in Savings

Association Case. The taking of testimony in the Union National Savings and Loan Association was resumed yesterday, and after occupying the whole day the case was continued until this morning. S. A. Morrison, who was appointed by the court to examine the books of the association, was on the stand for the plaintiff. He said he had found that the books showed that there was \$17,-599.57 on hand at the time of taking the June trial balance, while the cash on hand was really more than \$12,000 less than this. The sheet also showed that the association had a balance of \$2,975.97, while in fact there was an overdraft at the bank of \$10,-

The attorneys for the association claimed that this report of the condition of the books by Mr. Morrison was due to the fact that he is not familiar with the association's methods of bookkeeping, and that all the apparent discrepancies could be easily explained. Secretary Ensley on the stand denied that there was a shortage in the accounts of Charles Young during the time Young was assistant secretary. At that time Young had retained \$312 which he claimed was due him as a part of a \$400 account. The association had simply conceded the justness of the account and closed the matter. Atterney Pickens says he has received a number of letters from shareholders in the

association asking that they be made par-

ties to the suit. Juror in Campbell Case Still Ill. The sick juror in the Colin J. Campbell case was still unable to report for duty yesterday morning, and the case was continued until two weeks from yesterday. Dr. Culver has received a letter from Mrs. W. K. Kelley, of 1705 Cass street, St. Louis with whom Campbell boarded while in St Louis, in which she describes Campbell's treatment of Effie Culver while in St. Louis. She says she supposed they were married or she would have interfered. She says Campbell threw the girl on to a bed one day and placed a razor to her throat, threatening to kill her. She expresses a wish that her statement may be of some

Suit on a Mail Contract.

value in the conviction of Campbell.

Albert H. Wright yesterday sued Isaac L. Bloomer for \$60, being a part of the contract price for carrying the government mail from Pimento to Howeville six times a week. Mr. Bloomer was the government contractor for this route for the four years ending July 1, 1895. He contracted to carry the mail for \$5% a year, but could not sublet the contract at that price. His contract with Wyeth called for \$600 a year. Wyeth received the amount paid by the government, but says he has not received the extra \$15 a year, amounting to \$60 in the four years, for which he now sues.

THE COURT RECORD. Criminal Court. Frank McCray, Judge The State of Indiana vs. Colin Campbell; embezzlement. Trial continued until Aug. 17. The State of Indiana vs. Charles Will-

iams; grand larceny. Judgment on defend-ant's plea of guilty. Fined one dollar and costs. Sentenced to the county jail for four The State of Indiana vs. Clarence C. Davis; perjury. Defendant released on personal bond in the sum of \$300.

New Suits Filed. Philip Reichwein vs. Fredericka Schmidt et al.; on note. Room 1. Albert M Alexander vs. Nellie Lee Alexander; divorce. Room 1 Albert Wyeth vs. Isaac L. Bloomer; on account. Room 2. Edward H. Eldridge, agent, vs. William H. Koons: mechanic's lien. Room 3.

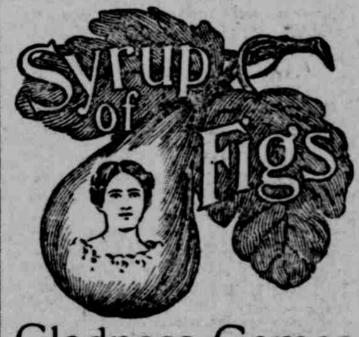
Ranaway Louisville Boys.

The police yesterday picked up three Louisville runs way boys and are holding them until ther parents can be heard troit. For full information call at ticket from. They are Philip Kaplin, aged eleven, of 241 East Jefferson street, and Leo and reduction of \$591,000 was made on the Louis-ville, Evansville & St. Louis system. of 647 Preston street. The boys at first ville. Evansville & St. Louis system. of 647 Preston street. The boys at first Kingan's road was reduced \$7 a mile, and said they had come here on an excursion Sunday; that two of them lost their return mile. Other corporations were fixed at the scalper for ten cents. They afterward said they had beat their way here to sell pa-

Incorporations.

Articles of incorporation were yesterday filed with the Secretary of State as follows: Frankfort Publishing Company, cap-Union Station with all E. & T. H. trains. Clark, David F. Allen, Thomas C. Dalby, H. B. Collins, Milton J. Swan, John B. Ayers, Taylor B. Frazier, W. Aneshaensel Company, Indianapolis, capital stock, \$1,000, Vincennes Paper Company; capital stock, \$60,000; directors as follows: Albert M. Shepard, Edwin S. Shepard, Susan T. Cottrill, J. B. Holman, Edward Watson, M. A. Bosworth, Abner B. Pearce.

Do not experiment in so important a matter as your health. Purify, enrich and vi-talize your blood with Hood's Sarsaparilla and thus keep yourself strong and healthy. Hood's Pills are the best after-dinner pill; assist digestion, cure headache. 25 cents.



Gladness Comes A/ith a better understanding of the VV transient nature of the many physical ills, which vanish before proper ef-

forts-gentle efforts-pleasant effortsrightly directed. There is comfort in the knowledge, that so many forms of sickness are not due to any actual disease, but simply to a constipated condition of the system, which the pleasant family laxative, Syrup of Figs. promptly removes. That is why it is the only remedy with millions of families, and is everywhere esteemed so highly by all who value good health. Its beneficial effects are due to the fact, that it is the one remedy which promotes internal cleanliness without debilitating the organs on which it acts. It is therefore all important, in order to get its beneficial effects, to note when you purchase, that you have the genuine article, which is manufactured by the California Fig Syrup Co. only and sold by all reputable druggists.

If in the enjoyment of good health, and the system is regular, laxatives or other remedies are then not needed. If afflicted with any actual disease, one may be commended to the most skillful physicians, but if in need of a laxative, one should have the best, and with the well-informed everywhere, Syrup of Figs stands highest and is most largely

Ministers Should Use



THERE IS NO PROFESSION, whose labors so severely tax the nervous system, as that of the ministry. The derangement of the nerve centers of the brain by over work, frequently brings on attacks of heart trouble, and nervous prostration. Rev. J. P. Kester, M. D., Pastor U. R church, London Mills, Ills., himself a physician, writes Feb. 26, 1865: "Heart affection and nervous prostration had become so serious last fall that a little over work in the pulpit would so completely prostrate me that it seemed certain I must relinquish the work Heart Cure of the ministry entirely. Heart palpitation became Restores so bad that my auditors

would ask me if I did not Health..... have heart disease. Last November I commenced taking Dr. Miles' New Heart Cure alternately with Dr. Miles' Nervine and derived the greatest possible benefit. I have just closed revival work of 10 weeks, preaching nearly every night and twice on the Sabbath. I can speak for hours without suffering as I formerly did. Hard working ministers should keep Dr. Miles grand remedies on hand."

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One "Anti-Skeet" Wafer burnt in a room will instantly clear it of MOSQUITOES

AND KEEP OTHERS OUT. 3,000,000 BOXES Sold Last Season, 10c Per Box. All Druggists.

Will Clear a room of FLIES 10c per Box. Harmless and Pleasant. NONE GENUINE WITHOU MOFFITT-WEST DRUG CO.,

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\_\_ TO \_\_

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- VIA -

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river and in Canada; also to Niagara Falls. This is the only through car line to Deoffices, No. 48 West Washington street, No. 46 Jackson place, Union Station or address GEORGE E. ROCKWELL, D. P. A. E. A. FORD, General Passenger Agent.

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E. A. FORD, General Passenger Agent. SUMMER RESORTS.

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artesian wells.

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